

Message Text

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TO AMEMBASSY TOKYO IMMEDIATE

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E.O. 11652: NA

TAGS: SENV, US , JA

SUBJECT: PRESIDENTIAL STATEMENT ON AUTO EMISSIONS

PASS URGENTLY FSO DOUGLAS MCNEAL FOR EPA ADMINISTRATOR
TRAIN

1. FOLLOWING REPORT TO EPA ADMINISTRATOR RUSSELL TRAIN
PREPARED BY STORK AT REQUEST OF PLEHN AND STRELOW.

2. PRESIDENT ISSUED STATEMENT AT 3 P.M., FRIDAY,
JUNE 27, ON ADMINISTRATION POSITION ON AUTO EMISSION
STANDARDS. (TEXT BY SEPTEL.) CALLED FOR 5-YEAR FREEZE
(THROUGH 1981 MODEL YEAR) AT 15 CO, 1.5 HC, 3.1 NOX.
PRESIDENT DEPLORED "THE DELAY IN RESOLVING THE CONFLICT
BETWEEN FEDERAL ENERGY AND ENVIRONMENTAL GOAL POLICIES
AND LAWS." STATEMENT EXPLAINS THE NEED FOR THE FREEZE
PRIMARILY IN TERMS OF AVOIDING HEALTH HAZARD FROM SULFURIC
ACID EMISSIONS FROM CATALYST CARS WHICH WOULD INCREASE
IF CATALYST EMISSION CONTROL SYSTEMS HAD TO BE CHANGED
TO MEET MORE STRINGENT EMISSION STANDARDS. STATEMENT ONLY
TANGENTIALLY SUPPORTS RECOMMENDATION ON BASIS OF IMPROVED
FUEL ECONOMY AND MINIMIZING ADVERSE ECONOMIC EFFECTS.
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HOWEVER, ACCOMPANYING 20-PAGE FACT SHEET COVERS FUEL
ECONOMY AND COST ISSUES IN CONSIDERABLE DETAIL. ALSO, FACT
SHEET (BUT NOT STATEMENT) ASSERTS THAT "THROUGH THE YEAR
1985, TIGHTER STANDARDS FOR HC, CO, AND NOX...WILL MAKE

LITTLE DIFFERENCE IN THE AIR QUALITY..."

3. STATEMENT WAS ISSUED IN PRESIDENT'S NAME AT WHITE HOUSE PRESS CONFERENCE. BRIEFING ON STATEMENT AND FACT SHEET WAS CONDUCTED BY QUARLES, ZARB, AND BARNUM.

4. EPA'S PRINCIPAL PROBLEM WITH STATEMENT AND FACT SHEET IS NOT REGARDING TECHNICAL ANALYSIS ON FUEL ECONOMY AT VARYING LEVELS OF EMISSION STANDARDS. WHILE EPA TECHNICAL STAFF REACHES DIFFERENT AND MORE OPTIMISTIC FUEL ECONOMY CONCLUSIONS, WE CONCEDE THAT OUR ESTIMATES OF TECHNICAL FEASIBILITY ARE BASED ON ASSUMPTION THAT "BEST" TECHNOLOGY WILL BE UTILIZED BY ALL MANUFACTURERS ON ALL ENGINES. SINCE THERE IS NO CONTROL OVER WHETHER MANUFACTURERS (1) AGREE WITH EPA ON VALUE OF "BEST" TECHNOLOGY AND (2) ARE ABLE AND WILLING TO APPLY SUCH "BEST" TECHNOLOGY TO ALL THEIR CARS IN THE AVAILABLE LEADTIME, THERE IS ROOM FOR VALID DIFFERENCES IN JUDGMENT AMONG GOVERNMENT ANALYSTS ON ACTUAL FUEL ECONOMY IMPACT OF DIFFERENT LEVELS OF EMISSION CONTROL.

5. EPA'S MAJOR PROBLEM WITH PACKAGE IS THE CLEAR IMPLICATION THAT THE ADDITIONAL GAIN IN AIR QUALITY FROM GOING TO TIGHTER STANDARDS IS NOT SIGNIFICANT. WHILE ADMITTEDLY SOME OF THE DIFFERENCES MAY NOT APPEAR LARGE, THEY ARE CERTAINLY AS LARGE OR LARGER THAN CAN BE OBTAINED FROM OTHER CONTROL STRATEGIES. THE ONLY WAY IN WHICH AIR QUALITY GOALS CAN BE MET AT ALL IS BY TAKING A SUBSTANTIAL NUMBER OF DIFFERENT ACTIONS WHICH, IN COMBINATION, WILL HAVE A SIGNIFICANT EFFECT ON AIR QUALITY. WHILE THERE MAY BE VALID REASONS FOR REJECTING ONE OR ANOTHER OF THESE INDIVIDUAL STRATEGIES FOR REASONS OF COST OR OTHER ADVERSE SOCIAL IMPACT, IF ANY OF THESE STRATEGIES IS REJECTED BECAUSE ITS CONTRIBUTION TO CLEAN AIR IS DEEMED TO BE INSIGNIFICANT THEN ALL OTHER STRATEGIES COULD READILY BE REJECTED FOR THAT SAME REASON. EPA STAFF WILL CONTINUE TO ASSERT NEED FOR MAKING ALL FEASIBLE GAINS IN AIR QUALITY EVEN THOUGH INDIVIDUALLY THEY MAY NOT BE DRAMATICALLY LARGE.

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CALLY LARGE.

6. AS REGARDS IMPACT OF PRESIDENT'S RECOMMENDATION ON JAPAN, YOU SHOULD KNOW THAT JAPAN HAS ADOPTED, FOR IMPLEMENTATION THIS YEAR OR NEXT, EMISSION STANDARDS THAT ARE NUMERICALLY EQUIVALENT (IN TERMS OF GRAMS PER KILOMETER) TO SO-CALLED "MUSKIE NUMBERS" (WHICH IS HOW THE JAPANESE REFER TO U.S. STATUTORY STANDARD LEVELS). HOWEVER, JAPANESE TEST PROCEDURE IS QUITE DIFFERENT FROM U.S. TEST PROCEDURE, THUS STRINGENCY OF JAPANESE MUSKIE NUMBERS IS NOT THE SAME AS WOULD BE THE SAME NUMERICAL EMISSION NUMBERS ON THE U.S. TEST PROCEDURE. EPA HAS RUN TEST

PROGRAM TO COMPARE RELATIVE STRINGENCIES, AND HAS

CONCLUDED THAT FOR HC AND CO JAPANESE MUSKIE NUMBERS ARE ABOUT OF EQUAL STRINGENCY AS CURRENT CALIFORNIA HC AND CO LEVELS (0.9 HC, 9 CO), AND THAT FOR NOX JAPANESE MUSKIE NUMBER IS ABOUT 15 PERCENT LESS STRINGENT THAN CURRENT 3.1 FEDERAL NOX STANDARD. TO SUMMARIZE, IF ADOPTED, PRESIDENT'S PROPOSAL WILL ALLOW U.S. CARS TO EMIT ABOUT 50 PERCENT MORE CO AND HC PER MILE (OR KILOMETER) THAN WILL BE EMITTED BY JAPANESE CARS, BUT SOMEWHAT LESS NOX THAN IS PERMITTED FROM JAPANESE CARS. INGERSOLL

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